on each of he routes is as given below:—

No. of buses (upto 15-11-1991)

Route No.	1989		1990		1991	
	DTC	PO	DTC	PO	DTC	PO
47	2	2	3	1	3	1
71	1	3	2	2	*	..
	*Position after 15-5-91				4	..
	Position before 14-5-91				3	1
72	1	3	2	..	2	..
313	6	..	5	..	5 (Delirked w.e.f. 30-9-91)	1
725	3	..	2	..	3	..

(c) Details are annexed as statement (*see below*).

(d) On account of limited fleet strength there is no proposal before the Government to increase the number of buses on these routes.

(e) Does not arise in view of reply to (d) above.

Statement

No. of missing trips (upto 15-11-91)

Route No.	1989		1990		1991	
	DTC	PO	DTC	PO	DTC	PO
47	681	570	1174	356	1136	422
71	1096	3233	2534	2151	7191	695
72	607	324	2042	..	2176	..
313	364	..	662	..	1123	104
725	441	..	673	..	676	..

Decline of Handloom Industry

261. SHRIMATI KAMLA SINHA:
DR. BAPU KALDATE:

Will the Minister of TEXTILES be pleased to state:

(a) whether Government have made any study about the overall decline of the handloom industry in the country;

(b) if so, what are the details thereof stating (i) the total number of handlooms closed in 1990 and 1991 (ii) the percentage of share of handlooms in the total cloth production in 1989, 1990 and 1991 (till date) (iii) the estimated fall in the demand of handloom production during the last three years (iv) the estimated unemployment in the handloom sector with the closure of handlooms;

(c) what according to the review is the sucess or otherwise of the implementation of the 1985 textile policy; and

(d) what measures are being contemplated by Government for the survival of handloom industry in the country?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) and (b) A census of handlooms at the national level covering, *interalia*, certain data on the idleness of looms was conducted by Government of India through the State Governments during 1987-88. The total number of handlooms as per the census is 38.91 lakhs of which 2.79 lakhs remained idle for atleast one year preceding the day of census enumeration.

Handlooms accounted for about 26.3 per cent of the estimated total cloth production in the textile industry excluding hosiery. The estimated production of cloth in the handloom sector increased from 4323 million square metres in 1988-89 to 4537 million square metres in 1989-90 and to 4888 million square metres in 1990-91. The increase in production is an indicator to the increasing demand for cloth from handloom sector and to the addtional employment generated.

(c) According to the Abid Hussain Committee which was set up by Government to review the progress of implementation of the Textile Policy of June 1985, the following were the main hurdles which have come in the way of effective implementation of the Textile Policy :—

(i) The implementation of the Handloom Reservation Act was largely frustrated due to the litigation resorted to by certain powerloom interests and the resultant stay orders given by various High Courts against certain provisions of the Act; and

(ii) Hank yarn prices continued to rise despite various steps taken by Government to ensure availability of hank yarn to handloom weavers at reasonable prices.

(d) Government is taking effective steps for expeditious disposal of cases relating to the Handloom Reservation Act pending in the Supreme Court. A special Cell has been created in the Ministry of Textiles to review regularly prices and availability of yarn to handloom weavers and to suggest necessary corrective measures. A regular interaction is maintained by the Textile Ministry with the spinning industry to brng about a sobering influence in yarn prices and to ensure easy availability of yarn. During the Eighth Plan period, it is proposed to generate higher employment in the handloom sector by redesigning the existing schemes. These schemes will provide for greater flexibility and decentralisation and will be designed to suit the need of the area and the weavers. Constraints of coverage will be removed so as to include weavers who are outside the corporate/cooperative fold within the Government schemes. Greater emphasis will be laid on training, upgradation of skills, modernisation of looms, provision of marketing support etc. to graduate weavers to value added products as also for products suitable for export market.

Private sector involvement for development of National Highways

262. SHRI S. MADHAVAN:

SHRI KAMAL MORARKA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government are actively considering involvement of the private sector in a big way for development of national highways;

(b) if so, whether this requires amendment to the National Highway Act 1956; and